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H. J. GALLAGHER, C. C.
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Captain Benjamin Dodge Whitney TELLS HIS EXPERIENCES In Arctic and Tropical Waters

It sounds very simple and easy as fourth mate aboard the ship Parachute bound for the Sea of Okhotsk. We went to Hongkong first, where the Parachute had her top-sides caulked, then to the Carolines, thence to the Ladrone and the Sea of Okhotsk. After a fair season's catch we returned to Honolulu.

Mate of the Syren Queen.
As fourth mate aboard the Syren Queen, in 1853, I went over much the same ground as I had while in the Parachute. With a fair catch we returned to Honolulu in the fall of 1854. I then went third mate of the bark Delaware, of New London, for the season in the Sea of Okhotsk.

In 1855 I shipped second mate in the bark Venice of New London for another season in the Okhotsk. During this season, 1855, when we had pretty good success, I made myself thoroughly familiar with the principles of navigation.

Next I went second mate of the Merrimac for a trip to the Okhotsk. We sailed directly north and captured fifty-two whales in that season.

John Rice was the chief mate of the Merrimac and was at one time captain of the tug Elen. After the Merrimac returned to Honolulu I shipped first mate of the ship Montezuma. We sailed to the Okhotsk and came home with a fair catch.

Mate of Dowsett's Harmony.
I then shipped mate of the bark Harmony, owned by J. J. Dowsett, bound for the northwest coast of America for kite whales. After returning to Honolulu, Mr. Dowsett wanted me to go mate of the bark Cynthia, bound for the coast of California and back to the Islands, then to Okhotsk. I went as requested. We first secured six hundred barrels of oil off the California coast; then we went to the Okhotsk and took eleven hundred barrels of head oil. The bark leaked so badly after we left the Okhotsk that we were obliged to keep the pumps going all the time until we reached port. After discharging the oil at Honolulu the bark was condemned and broken up.

Goes in a German Brig.
I then remained in Honolulu until the spring when I shipped as mate aboard the German brig Comet for the Okhotsk. After finishing the season we put in at a port in the Okhotsk. The Governor there was anxious to start a whale fishery for the Russian-American Fur Company and asked me if I would quit the brig and go captain of the schooner Caroline. I said that I would go if Captain Wilhelm was willing. The captain was willing and gave me an order for my pay and discharge. I bargained with Governor Elsborg for a share of the oil and when he took charge of the schooner Caroline.

The Caroline was in Tehantar Bay. At the termination of the agreement between Governor Elsborg and myself, I was to have my traveling expenses paid and he sent to Honolulu or San Francisco. The Governor had secured officers and men for present needs, also whaling gear, from different whalers that lay in the port of Ayan. Boarding the schooner Ayan, we all went to Tehantar Bay and, hauling the schooner ashore, wintered there.

Trip in the Interior.
On the first of May, Captain Clifford of the schooner Ayan and I secured some natives with dog teams and went to a settlement back in the country, where we remained through the winter, staying with a priest. There we found Captain Lindholm with two other Russian Finns who were engaged in trade with the natives. I was acquainted with Captain Lindholm. He had been captain of a Russian whaler, one of three or four which had often visited Honolulu. Hackfeld was their agent. In the spring we started for the coast again, our sleds being drawn by reindeer. Captain Lindholm and his two companions accompanied us. They had a trading post where they went after stopping at our settlement for a few days.

As soon as the weather permitted we loaded our schooners and repaired them. There had been a great deal of sickness among our men during the winter. They were troubled with scurvy, owing to a lack of vegetables.

Commands Schooner Ayan.
During the summer months the Caroline and the Ayan were whaling. We had a fair season's catch and then, about the latter part of October, put into winter quarters again. Captain Clifford of the Ayan, his mate and most of the Hawaiian crew left then for the Hawaiian Islands.

The Governor then arranged that I was to command the schooner Ayan while my mate took charge of the schooner Caroline. He also made arrangements to get some men from the Aleutian Islands. They proved to be good men for the whaleboats.

A bark, about this time, was already to sail for home. A gale of wind, however, sent her ashore and we took the oil and bone out of her. Later we managed to get her to our settlement, where we repaired her and sent her to St. Petersburg. We then launched our schooners and again went whaling, having fair success. In the fall

we again beached the schooners and repeated the experiences of the two previous winters.

America Buys Alaska.
I was with the schooners Caroline and Ayan during the greater part of 1853, 1854 and 1855. After the third winter at the settlement the Governor told me that he had received letters from the company advising him of the fact that the American Government had bought all of the Russian possessions in Alaska. He said also that the company would have to give up its trade in Siberia. I went to Ayan in the schooner of that name; then, after getting an order on Hackfeld & Co. for my pay, I took passage in the bark Manjakoff for Sitka, arriving at that place on the first of November, 1855.

In 1856 I went second officer of the bark Sea Breeze and took yet another trip to the Arctic. In 1857 I was first officer in the ship Hai Hawaii, whaling in the Arctic. In 1858 I was first officer of the ship Champion, also whaling in the Arctic and in 1859 I was first mate aboard the ship George Howland, once more chasing whales in the Arctic. I was married at Honolulu in 1858.

Took His Family to Sea.
I shipped captain of the bark William Roach in 1871 and took my wife and children with me. We visited many islands, including the Ladrone, Guam, Bonin and Japan, and then went to the Okhotsk Sea.

We secured five hundred barrels of walrus oil and then got shut up in the ice with a number of other vessels. We stayed by the ship until we had to give up all hope of saving her and then abandoned her and took the boats down between the land and the ice. At last we found some ships that were in clear water.

One of the vessels was the bark Progress, Captain Dowden. We went aboard and found Captains "Tom" and "Lue" Williams with their wives. After the crews of the abandoned vessels had gone aboard the different ships, we sailed for Honolulu, arriving safely after a good passage.

Spent His Birthday Ashore.
I remained in Honolulu during that winter.

About the 4th of June, 1872, I left Honolulu as captain of J. J. Dowsett's bark, R. W. Wood. I had spent my birthday ashore just before the voyage, the first birthday ashore in twenty-two years.

We went direct to the Arctic and made a fair season's catch, returning to Honolulu. Mr. Dowsett requested me to make another voyage in the bark and I consented. The Wood then sailed to Guam and Japan. We lost our second mate during the voyage. The staging broke while we were cutting up a whale and both the second mate and myself fell into the water. The second mate was evidently injured before he touched the water, for he did not come to the surface, and we never saw him again.

When we returned to Honolulu Mr. Dowsett informed me that he was going to send the bark to New Bedford with the oil. He said furthermore that he had written an agent in Boston to sell her on her arrival there. He asked me to take the bark home and said he would pay my return passage overland and I might take my family with me. I agreed to take the Wood to Boston and we made her ready for the trip.

Mr. P. C. Jones then asked me to take the bark Arctic for a whaling trip. I said that I was willing providing Mr. Dowsett would free me from my agreement with him. Mr. Dowsett was willing to cancel the agreement should I provide a good man to take the Wood home. I found Captain Reynolds was willing to take the Wood and as he was suitable to Mr. Dowsett, I was free to go in the Arctic.

Skipper of the Arctic.
It was in 1874 that I took command of the Arctic and, accompanied by my family, set sail for Guam and the Orient, thence to the Arctic, where we made a good catch, returning to Honolulu without mishap.

The following year I made another trip in the bark Arctic and in 1876 I took her out for the third time.

We went to the Kamtschaka Sea and secured 500 barrels of walrus oil. In June we sailed for the Arctic, beating up the coast shore in company with the bark Onward. The ice at the time was a long way off-shore.

Suddenly the wind left us and the Onward had to anchor about two miles from the shore. We were anchored not far distant.

The ice swept inshore and surrounded us in a very little while and we were forced to hoist our anchors and drift with the ice. The current was running about five knots to the hour.

Fast in the Ice.
The ice swept us in and along the shore between the ground ice and the pack ice. We experienced an anxious night. The ice opened in the morning, however, and the wind came fair but light. We started to run to the southward and got so far that we could see the clear water. The bark Arctic was now a long way from the Onward. Again the wind died down and the ice

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commenced to surround us. We made the bark fast to a large field of ice and took in all sail. In the evening the ice pressed us so hard that it carried the wood ends off the stern post. In less than half an hour the water had risen in the vessel's hold almost to her lower deck. We saved what provisions we could and carried them onto the field of ice. We hauled our boats on the ice and waited. For two days we waited on the ice. On the third day we decided to start for shore.

We bid good-by to the bark and started to haul the boats over the ice. This we soon found to be impossible, however, owing to the lumpiness of the ice. We therefore abandoned all the boats with the exception of a small boat. It took us twenty-four hours to reach the shore over the ice.

We found a creek where there was plenty of driftwood and camped there for nine days. During the last two days of our encampment the wind blew a gale off shore and sent the ice out of sight. We then broke camp and started to the southward, some of us in the small boat and the others on foot.

Food Most Acceptable.
After a tramp of over fifty miles we came across some whaleboats. They proved to be from the bark Three Brothers, Captain Owens.

Captain Owens heard that we were caught in the ice and, expecting how it would end, had sent three boats to our rescue with plenty of provisions. The food was most acceptable. We all went aboard the bark Three Brothers and you bet I had a good night's sleep.

As soon as the Three Brothers came up with other ships the crew of the Arctic were distributed. Captain Knowles wanted me to come aboard his ship, the St. George, as we had been shipmates when he was master of the George Howland and I was her mate. The St. George was a comfortable ship so I went with Captain Knowles.

The ships then started for Point Barrow. A few days afterwards the ice surrounded about seven of us and we were carried away with the pack, drifting fast to the northward. When we were twelve miles from Point Barrow we abandoned the St. George and walked ashore. We found the bark Rainbow, Captain Cogan, in a small space of clear water. The Three Brothers was also there. I went aboard

the Rainbow and Captain Knowles went aboard the Three Brothers. For several days we waited for some change in the ice, but we were inshore of a great quantity of ground ice.

The ice loosened at last, however, and Captain Cogan got under way. We ran southward to Point Franklin and there found Captain "Tom" Williams packed in the ice with his bark. We were unable to render him any assistance and continued our way south to St. Lawrence Bay and dropped anchor. Captain Owens took all the men aboard the Three Brothers and Captain Cogan went back to the Arctic. The Three Brothers proceeded to Honolulu.

Charles Long's Schooner.
Mr. Charles Long had a schooner, the Giovanni Apeani, and he asked me to take her on a trading voyage to the Arctic for whalebone and ivory. This was in 1878.

Before taking the Giovanni, however, I cruised the bark Hunter around the Hawaiian Islands for about six weeks. The Hunter had come into port with her captain sick and he wanted me to take her for a cruise, whaling. Then I took the Giovanni to the Arctic and made a fairly successful voyage. When I returned with the Giovanni Mr. Charles Long had purchased a larger and better schooner, the C. M. Ward. I made a trip trading the Arctic with the Ward in 1879.

South for Laborers.
When Mr. S. G. Wilder was minister of the Interior he asked me to go captain of the bark Hawaii and take her to the South Seas for laborers. I made two voyages in the Hawaii to the south for immigrants.

Mr. H. A. P. Carter was minister of the Interior when I went south for the third time.

On this last trip the Hawaii was blown ashore on an island. We went ashore in the night time and in the morning there was nothing left of the good bark except driftwood. We saved what provisions we could. All hands landed on the island and I had sixty laborers, besides the vessel's crew and a missionary to look after. We managed to fit up a boat and send her to another island where I knew it was about time for the Storm Bird to arrive. The Storm Bird came to our rescue and brought us all back to Honolulu.

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